

MONTANA AERONAUTICS COMMISSION



Volume 14, No. 8

October, 1963

AOPA 360° RATING CLINIC SUCCESSFUL

The AOPA 360° Rating Clinic, sponsored by the Montana Aeronautics Commission in cooperation with the AOPA Foundation, Inc. of Washington, D. C. was held in Billings September 19th through the 21st. The Clinic was considered highly successful in all phases by those participating.

Thirty-seven pilots completed the course which is developed primarily for pilots desiring to obtain the AOPA 360° Rating certificate and thereby qualifying for the FAA "Blue Seal" certificate or those wishing to develop the basic instrument skill pilots now must possess to obtain a private pilot certificate.

The Montana pilots taking the course were: M. G. Adkins, Libby; Frank Billmeyer, Hogeland; John R. Billmeyer, Billings; Eric Bryce, Plains; Carl Camper, Forsyth; George Brynjulson, Plentywood; James Cheetham, Dutton; Dr. Alan Fletcher, Poplar; Curtis Fly, Billings; Donald Hellinger, Devon; Jim Hickman, Hamilton; Lewis Janssen, Coalwood; James Jensen, Redstone; Wilbur Jones, Scobey; Adrien Long, Wolf Point; John Lyon, Shelby; Frank Lundquist, Billings; Robert Neils, Libby; LeRoy Oksendahl, Redstone; D. K. Powers, Laurel; E. J. Roberts, Wolf Point; W. M. Rush, Scobey; Donald Shawhan, Billings; Leese Smelser, Helena; H. J. Spiller, Terry; Edward Stout, Shelby; W. K.

Strickfaden, Billings; George Tillitt, Forsyth; J. C. Thompson, Billings; Edward Wilcox, Rapelje and Mrs. Dorothy Sabo of Bozeman, the only female participant on the course.

The Clinic drew several out-of-state applicants, coming from as far as California, Louis H. Powell, of San Francisco, accompanied by his wife Dorothy; Donald Flahart, Rapid City, South Dakota; Raymond J. Hengel, Rapid City, South Dakota; Paul Klabfleisch, Filer, Idaho; H. T. McKennett, Bowman, North Dakota; and Dr. Joe Saults, Mullen, Nebraska.



Jack J. Eggspuehler
and Ralph Nelson

Mr. Ralph F. Nelson, Project Director for the AOPA Foundation, did an excellent job as Course Director and Mr. Jack Eggspuehler, Assistant Professor of Aviation at Ohio State University did an outstanding job as Ground School Instructor. Jack gave

highly informative, stimulating presentations, complete with numerous teaching aids, including some very fine films and film strips.

Director Lynch was coordinator for the Montana Aeronautics Commission and Registrar.

The Flight School under the collation of Nelson and Eggspuehler was ably handled by the following Flight Instructors: Ken Hoffman, Colorado Springs, Colorado; Vic McCoy, Brentwood, Maryland; Bill Studebaker, Columbus, Ohio; Don Sundin, Newark, Ohio; and Dale Wright, Casper, Wyoming. From Montana were: Jerry Dust, Billings; Al Hardy, Plentywood; Thomas Herrod, Billings; Frank Hoffman, Billings; Walter Huffman, Big Timber; and Jeff Morrison, Helena.

Applicants and Instructors were housed in Apsaruke Hall, the Ground School Classes were held in the Science Auditorium and meals in the new Rimrock Hall Cafeteria, located on the campus of Eastern Montana College. The complete cooperation of Dr. Steele, President and Mr. Wheelock of the Public Relations Office of the College and the entire staff was certainly a large contributing factor in the efficiency and success of the Clinic.

A Big Vote of Thanks goes to Mr. Fritz Lueneburg and Mrs. Marge Rolle of the FAA GADO office in Billings who were kept busy on the "paper work" and the issuing of the Blue Seal Certificates.

(Continued on Page 3, Col. 1)

Official Monthly Publication
of the
**MONTANA AERONAUTICS
COMMISSION**

Box 1698
Helena, Montana

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INAC Elects Montanan President for 1963-1964

At the International Northwest Aviation Council held September 15, 16 and 17 in Edmonton, Alberta, Hugh Kelleher of Helena was elected President of the Council for 1963-64. Mr. Norman S. Street of Regina, Saskatchewan was elected Canadian Vice-President and Mr. Bert Zimmerly of Hillsboro, Oregon was elected American Vice-President.

INAC Directors are: W. H. Morgan, Anchorage, Alaska; N. S. Gerde, Ketchikan, Alaska; D. R. Jacox, Edmonton, Alberta; C. F. Mack, Calgary, Alberta; A. M. Perry, Vancouver, B. C.; H. S. MacDonald, Vancouver, B. C.; E. A. Bogert, Pocatello, Idaho; C. R. Sherman, Boise, Idaho; H. Nelson, Bozeman, Montana; C. A. Lynch, Helena, Montana; J. K. Daniels, Williston, North Dakota; Ray Heinmeyer, Bismarck, North Dakota; Olin Harrison, Portland, Oregon; Howard Wilson, Pendleton, Oregon; J. J. Audette, Regina, Saskatchewan; M. R. Short, Regina, Saskatchewan; T. R. Croson, Seattle, Washington; H. C. Ballox, Spokane, Washington; D. N. Watson, Vancouver, B. C.; Gene Rehaume, Ottawa, Ontario.

The theme of this year's convention was "International Unity—Gateway to Aviation Progress," and featured a series of four panels:

1. **Aviation History**, moderator, Thomas R. Croson, Vice-President, West Coast Airlines, Seattle, Washington—featured James Bell, Pioneer Airport Manager, Edmonton, Alberta, and Frank Wiley, Montana Advisor, Montana Aeronautics Commission.

2. **Search and Rescue**, moderated by Mr. Frank W. Wiley, Montana Aeronautics Commission advisor and featured F/Lt. Dyke, RCAF; J. K. Daniels, Secretary; North Dakota Aeronautics Commission, Williston, North Dakota; Gene Rheame, member of Parliament for the Northwest Territories, Ottawa, Ontario; C. A. Lynch, Director of Montana Aeronautics Commission, Helena, Montana; and Sam Whitney, Sportsman Airport, Newberg, Oregon.

3. **Airport Management**, moderator Donald Duval of Boise, Idaho—featured Jack Daniels, Williston, North Dakota; Jim Monger, Assistant Director of Montana Aeronautics Commission, Helena, Montana; Fred Bone, Reg. Controller Canadian Department of Transport, and Ned Nelson, U. S. Federal Aviation Agency.

4. **Third Level Airlines**, moderator Bert Zimmerly, Jr., Hillsboro, Oregon with William C. Wallace, Aero Commander Inc., Bethany, Oklahoma.

Luncheon on the 16th, G. H. Finland was Master of Ceremonies with Dr. Elmer E. Roper, Mayor of Edmonton giving the main address.

Dinner on the evening of the 16th was held at the Royal Glenora Club with Don Cameron, President of Air Transport Association of Canada, the main speaker and Don Watson acting as Master of Ceremonies.

Mr. Harry A. Carter, Manager of Market Research and Operations, Boeing Company was the main speaker for the Luncheon on the 17th—Earl F. Bigler, Master of Ceremonies.

The Annual Banquet was held the evening of the 17th with Mr. Tom Murphy, Vice-President of Western Airlines, Master of Ceremonies and James V. Bernardo, Director, Educational Division, NASA, Washington, D. C., the Special Guest Speaker.

During the course of the business session several important resolutions were passed.

The first of these pertained to border crossings and requests action on U. S. Congress House Bill HR 4789 and is designed to exempt owners and operators of aircraft flying between the United States and Canada from paying Sunday, holiday and overtime inspection charges to the U. S. Customs officials at border crossings.

Second—as the President of the United States has urged the Civil

Aeronautics Board to reduce subsidies to local service airline—the INAC Council resolves to go on record as opposing any reduction of subsidy.

Third—concerning U. S. weather service—official data compiled regarding weather, and weather caused accidents. The U. S. Weather Bureau in Washington, D. C. is urged to implement 24 hour weather reporting service at Glasgow, Montana and Williston, North Dakota.

Fourth—and perhaps the most international resolution, urges that the United States and the Canadian agencies concerned take the necessary steps to review and reactivate local air service between Regina, Saskatchewan and Minot, North Dakota. The U. S. Civil Aeronautics Board is now considering elimination of this International Air Service.

Mr. Kelleher after receiving the President's gavel from outgoing President Stan R. McMillan of Edmonton, Alberta, Canada, extended an invitation to the membership to the 1964 Convention which will be held in Helena, Montana in September.

PILOTS' AID REQUESTED

Due to a considerable amount of fear expressed by ranchers throughout the state with regard to the high fire danger and the approaching hunting season, the Montana Fish and Game Department has requested that all pilots be alert for forest and range fires. If a fire is sighted, contact your nearest FAA station. The FAA will then call the sheriff, Fish & Game representative or appropriate agency in the area of the reported fire.

The Montana Aeronautics Commission joins in this request for the co-operation of all pilots in Montana. Notice has been sent to all FAA Flight Service Stations, FAA Towers and Weather Bureau Stations across the state as to solicit the aid of all available communication channels.

FLYERS—Be alert for forest and range fires—report quickly and specifically if a fire is sighted!!

A local flight instructor was overheard commenting: "I'm so accustomed to being tense, that when I'm calm—I get nervous."

(Continued from Page 1, Col. 3)

The Montana Aeronautics Commission wishes to extend **thanks** to the many persons that made this course such a worthwhile venture. We particularly wish to extend our appreciation to the pilots who gave their "all out", sincere and conscientious efforts in completing the course.



MRS. DOROTHY SABO

The consensus of opinion is that this course is well worth the time and expense of every pilot! It is the hope of the AOPA Foundation and the MAC that this program, on a smaller scale, may be offered in the future by the fixed base operators and believe that it would be beneficial not only to the operators and the pilots but to the safety and upgrading of the entire Montana Aviation Industry.

ATTENTION: Montana Aviation Organizations

To better serve the Aviation Organizations in our state, the Montana Aeronautics Commission is requesting that each organization designate an individual to provide MAC with the following information:

Officers of your group or organization

Address and telephone numbers of your officers

Dates of elections

Remember that "Montana and the Sky" is a Montana publication of, and for, Montana participants in aviation. We welcome any news items of your organizations' coming events and stories on activities.

Pilots No More Insurance Risk Than Motorists

A study by a Chicago life insurance company found that pilots are no more of an insurance risk than motorists.

The study by the Mayflower Life Insurance Company of Illinois of more than one thousand student and licensed private pilots and military reserve flying personnel showed their safety records equalled or bettered motorists.

The Mayflower report attributed the safety record to strict license and flying restrictions by federal agencies, ample flight instruction, easy-to-handle planes, and flying ability.

Marvin P. Loeb, president of the firm, said, "Previous notions by insurance companies that military reserve and private pilots are greater risks than motorists are outdated."

AIRPORT NOTES



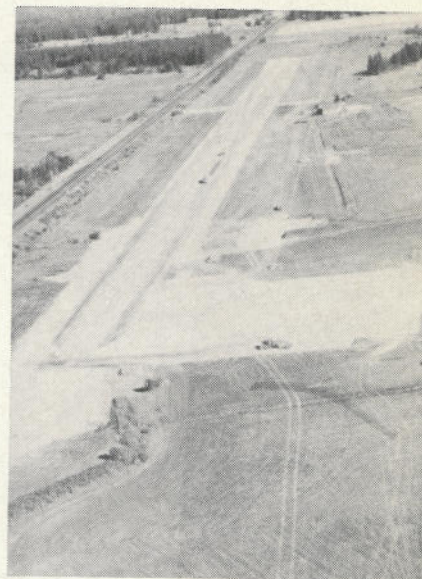
By James H. Monger

Geraldine. The Chouteau County Airport Commission has recently completed a Local, State, and Federal Project of constructing a new east-west runway on the Geraldine Airport. This new paved runway is 2900 feet in length and 75 feet in width. The contractor on the job was Hilde Construction of Great Falls and the consulting engineer was Stanley Thill of Conrad. The Airport Board should be congratulated on their superb new development.

Harlem. The Blaine County Airport Commission has finished a runway extension and paving project on the Harlem Airport. This was a Local-State project. The Harlem NW/SE runway is now 3600 feet in length by 60 feet in width.

Hamilton. Ravalli County and the city of Hamilton have borrowed a total of \$42,000 from the Montana

Aeronautics Commission to match federal funds for an airport reconstruction project at Hamilton. The project consists of building a new paved runway 4,000 feet long by 75 feet in width with paved parking ramp and warm-up areas. The base course is complete and pavement will be laid next spring as early as weather permits.



Whitefish airstrip as viewed by air.

Whitefish. The Flathead County Airport Board sponsored this completely new VFR Airport, which was constructed by the Montana Aeronautics Commission under their new general aviation utility airport policy. From the total cost of \$20,000, the county will repay \$7,310 over a ten year period. The Airport consists of one east-west, stabilized turf runway 3150 feet long by 75 feet in width. The Airport is fully fenced, has runway markers, a segmented circle and windcone with a parking apron on the west end of the Airport. The Airport is located one mile east of the town of Whitefish, parallel and south of the railroad tracks.

West Yellowstone. The new Yellowstone State Airport is closed and well marked with white X's. Men and equipment are on the field at all times. Flying over this airport, one can see that it is beginning to look like a usable field as it is 40 per cent completed; however, pilots are asked to continue to use the old field until the official opening, October of 1964. The old West Yellowstone Airport is in generally good condition.

RADIO IDENTIFICATION OF STUDENT PILOTS

1. PURPOSE. The FAA Advisory Circular "Radio Identification of Student Pilots" is designed to encourage student pilots to identify themselves as "student" when communicating with Federal Aviation Agency facilities.

2. DISCUSSION. There are approximately 115,000 student pilots in the United States today, representing a substantial part of the total flying being conducted under Visual Flight Rules. Student pilots are generally most eager to practice good piloting techniques. However, they are handicapped by the lack of experience in a field which has become extremely complex and demanding. Accordingly, it is difficult for a student pilot to maintain the same standards expected of more experienced pilots in areas requiring attention such as compliance with air traffic instructions. What is routine to a professional pilot may seem extremely complicated to a novice pilot. For example, the first encounter a student pilot has with radio communications procedures in a terminal area of normal air traffic congestion can be confusing and even a little frightening.

3. RECOMMENDED ACTION. The FAA desires to help the student pilot in acquiring sufficient practical experience in the environment in which he will be required to operate. To receive additional assistance while operating in areas of concentrated air traffic, a student pilot need only identify himself as a student pilot during his initial call to an FAA radio facility. For instance, "Dayton Tower, this is Fleetwing 1234, Student Pilot, over." This special identification will alert FAA air traffic control personnel and enable them to provide the student pilot with such extra assistance or consideration as he may need.

Remember! Every pilot was a beginner at one time! If you are a student pilot, identify yourself as such when contacting any FAA radio facility—control tower, Flight Service Station, approach control, etc. FAA personnel are trained and ready to help you—all they need in return is your cooperation.

AVIATION GASOLINES

By William Wyman, MAC Chief Pilot

Most aircraft engines require a gasoline of greater over-all volatility to secure even distribution to the cylinders in systems using carburetors, but low-boiling constituents are undesirable because of their tendency to cause vapor lock and icing of carburetors.

High-octane fuels are available in quantity. Two types of performance are required of these fuels: good antiknock characteristics at cruising speeds when lean mixtures are used; and good antiknock characteristics under take-off or acceleration conditions when rich mixtures are used. Two test methods, aviation (lean mixture) and super-charge (rich mixture), have been developed to determine those characteristics. Special high octane blending agents are an essential part of aviation gasolines.

Minimum Antiknock Ratings

Grade	Color	Lean Mixture	Rich Mixture
80	red	80	—
91/96	blue	91	96
100/130	green	100	130
115/145	purple	115	145

Airframe and Powerplant Classes Reports

From Mr. Giles Russell, Principal of the Helena Airport School comes the following letter regarding the Airframe and Powerplant classes of the Department of Aeronautics and Related Trades of the Helena Senior High School:

"The Airframe and Powerplant classes at the Helena Airport School are filled to overflowing and a long list of students are waiting in case of dropouts. Most of the trainees are high school graduates with a few boys having one and two years of college background.

Dick Rundell, formerly A and E mechanic with Morrison Flying Service has replaced Clarence Anthony as Airframes Instructor and has assumed his new role in a very satisfactory manner. Mr. Anthony has taken over his duties with the State Department of Public Instruction.

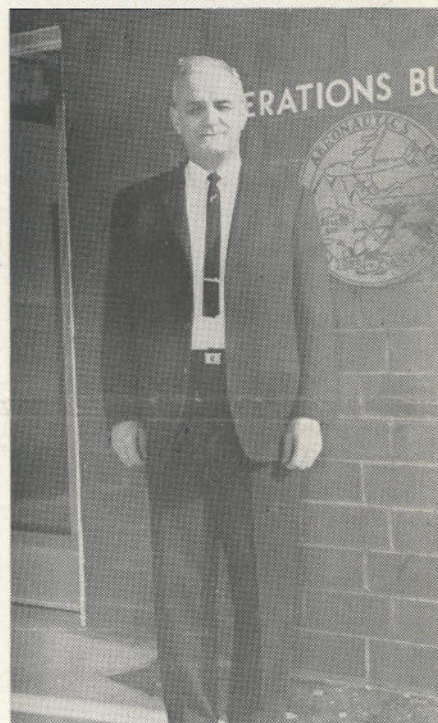
The school is grateful for the support given by the Montana Aeronautics Commission, the Montana Pilots Association and the Montana

Aviation Trades Association. The faculty members of the Airport school and the Helena School Administration are proud to be a part of the team promoting aviation in Montana."

Mr. Russell stated to the MAC that this group of trainees were boys who are definitely interested in aviation and some having considerable background. The waiting list includes boys in various Montana communities who will enter when the present class graduates.

Know Your Commissioners

The remaining two members of your Commission are well known to all aviation minded Montanans.



E. B. COGSWELL—MEMBER

Ted Cogswell, representing the Montana Chamber of Commerce on the Commission was appointed in 1955 by Governor Aronson. Ted has served as Commission Chairman in 1959 and again in 1962, retiring as Chairman in June of this year.

Ted is an executive pilot who makes everyday use of his airplane in operating his insurance and bond business, the Cogswell Agency of Great Falls.

Montana's Aviation Industry is fortunate in having a member on the Commission who is a strong supporter of the policy of assisting Montana communities in airport development,

and one with the knowledge of the value of aviation to the economy of Montana, as Ted Cogswell.

Ted and his wife Eloise, live at 3008 Fourth Avenue North in Great Falls.



CARL W. "BILL" BELL—MEMBER

Bill Bell was appointed to a four-year term with the Commission on June 23rd, 1961 by the late Governor Nutter.

On the Commission Bill represents the Montana Pilot's Association of which he is an active member of his local hangar and of the state organization. Bill is a member of the Montana State Chamber of Commerce and was chairman of their Aviation Committee at the time the State Chamber sponsored the Montana Air Tour to Canada and Alaska.

Bill is well aware of the problems and the needs of the Aviation Industry being a pilot who enjoys flying and has flown his Beechcraft Bonanza throughout the United States, to Mexico, Canada and Alaska in addition to his many trips within the state.

He is a strong supporter of Aviation and is particularly interested in the expansion and improvement of the industry in Montana.

As part-owner of the Penland-Bell Mortuary, Bill, his wife Dorothy and their six children have resided in Glasgow for the past seven years.

MONTANA PILOT FLIGHT PLAN SERVICE

Town	Apr.	May	June	Jul.	Aug.
Billings	2	6	15	12	9
Bozeman	1	1	7	5	5
Butte	0	1	4	2	4
Cut Bank	2	8	6	7	14
Dillon	3	7	13	11	5
Great Falls	12	20	35	43	39
Helena	0	3	3	1	2
Lewistown	2	5	5	5	11
Livingston	2	2	4	8	2
Miles City	11	49	40	76	82
Missoula	8	48	58	75	91
TOTAL	43	150	190	245	264
COST PER					
FLIGHT PLAN	\$1.00	.79	.76	.72	.52
TOTAL TO DATE					
Flight Calls					892
Cost Per Calls					\$.61

HAS IT HAPPENED TO YOU?

The telephone rings,
You jump out of bed,
Grab the receiver,
While scratching your head.
Now who can this be,
He ought to be hung,
Still he must be my friend,
Cause my number he rung.
Hello! Who is it,
I was sleeping my friend,
The FAA's calling,
Quite a pickle you're in.
Remember last night,
About fifteen to seven,
When you filed a flight plan,
ETA at eleven?
Well, it's now after three,
And no word we've received,
We've been searching for you,
But now we're relieved.
So we've a favor to ask,
(But he already knows it),
Next time you file one,
Please Mister, "CLOSE IT."

Raymond Daves
Idaho Rudder Flutter



Mr. Operator—Be sure to read, complete, and return the September questionnaire furnished by National Aviation Trades Association in their financing survey for the general aviation industry. Over the years the NATA has exerted considerable effort to attract additional capital for the General Aviation Industry, especially Fixed Base Operators. In the past five years, banks and other capital sources have become more receptive to financing and floor planning aircraft.

To give investors a better up-to-date picture of your needs, be sure to complete and return this form to your national headquarters at the earliest possible date.

Airport — Beacon Program

Another service of your Montana Aeronautics Commission is the Surplus Beacon Program.

Available as an outright grant to airport boards on a First Come First Serve Basis — the Beacons are awarded under the following conditions:

Submitted names are placed on a priority list and orders will be filled as obsolete beacons are made available to the Commission.

The amount of effort shown by the local people of the airport concerned in regard to getting their airport lighted and paved.

Local airport must pick up the unit at the Commission office.

Local airport must install and maintain at their own cost.

The Commission obtains the beacons from the FAA. These units are old Course Lights that were declared surplus, from abandoned airways.

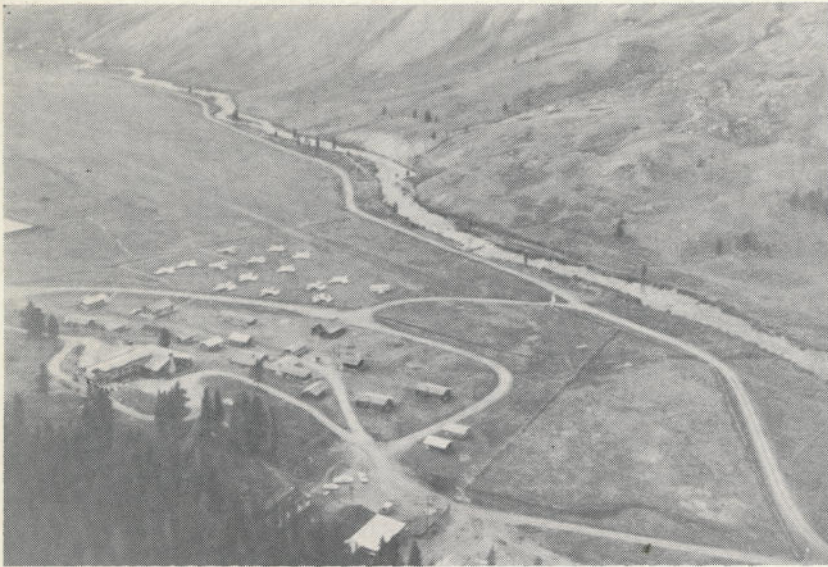
The beacons are inspected, the electrical components and mechanical parts repaired, the gear ratio changed to conform to standard airport requirements, re-assembled, painted and completely tested. They are comparable to units costing over \$3,000.00.

If your airport anticipates a lighting project and if you will be requiring a beacon—be sure that your name is placed on the priority list—NOW!!!



A reconditioned beacon.

Montana Dude Ranch Hosts California Flying Club



Panoramic view of Nine Quarter Circle Ranch.

The weekend of September 16th, the Nine Quarter Circle Dude Ranch, owned and operated by Howard Kelsey, was host to the Aviation Country Club of California. The Club, formed in Southern California in 1934 has a present membership of 110 members including officers and eight directors. Each member must own his own aircraft and approximately 9 weekend trips and one 10-day/2-week trip are taken each year. The club has made tour trips from Havana to Alaska and Mexico to Canada. Numerous weekend flights are made into Mexico. The Club is extremely proud of its record—that not one accident has occurred on a Club Trip, since its beginning.

James W. Raymond, a Club Director, was Tour Director for the trip into the Nine Quarter Circle.

Members attending the fly-in were: Mr. and Mrs. John Lohman, president; Mr. and Mrs. Edwin Diedrich, vice president; Mr. and Mrs. George Hall, treasurer; Mr. and Mrs. Walter Martindale, director; Mr. and Mrs. James Raymond, tour director; Mr. and Mrs. William E. Bloomfield; Mr. and Mrs. Archibald Campbell; Mr. and Mrs. Bob Ewing; Mr. and Mrs. Ed Fletcher; Mr. and Mrs. Max Gaspar; Mr. and Mrs. Terry Hunt; Mr. Mrs. Marvin Jackson; Mr. and Mrs. John Jones; Mr. and Mrs. Oscar Kelly; Mr. and Mrs. Cliff May; Mr.

and Mrs. Jack Monroe; and Mr. and Mrs. Bob Power.

The Montana Aeronautics Commission was represented by Bill Wyman, MAC Chief Pilot.

Entertainment was provided by Al Newby of Flight Line, Inc. flying a Great Lakes Trainer. Al thrilled the viewers for forty minutes with his air show, presenting almost every maneuver in the book.

A wide variety of aircraft was represented including Cessna 310s, 210s, 185s, 182s, Beechcraft Barons and Bonanzas.

The Nine Quarter Circle provided all-day horse back rides, a tour through Yellowstone Park, fishing trips, steak fries, and a good old fashioned square dance which was enjoyed by all.

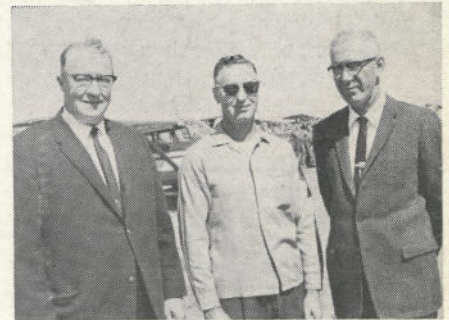
By 10:00 A.M. on Sunday the majority of aircraft were on their way back to California.

NEW AUGUST-McBRATNEY AIRPORT DEDICATED

A crowd of 200 persons attended the Dedication of the new Augusta-McBratney Airport on Sunday, August 25th. Among those attending were: Mr. Harry Bryne and Ed Lamb, Lewis & Clark County Commissioners; Norman Lieberg, Joe Flynn and Reece Smelser, members of the Joint Airport Board; Hugh Kelleher, manager of the City-County

Airport at Helena; Russ Lukens, President of the Montana Pilots Association; Frank Wenzel of Wenzel and Company of Great Falls, consulting engineer on the project; and Montana Aeronautics Commission personnel; Charles A. Lynch, Director; James Monger, Assistant Director; Vernon Moody and Ed Granger, the engineers that had made the preliminary site investigation, preliminary engineering drawings and the land acquisition on the airport.

Mr. Bryne, Phil Pings, and Director Lynch were the principal speakers with Hugh "Bud" Kelleher acting as Master of Ceremonies.



Harry Bryne, Phil Pings
and Director Lynch

Through the cooperation of Phil Pings, Augusta Chamber of Commerce President, participants of the Dedication were included for the Annual Augusta Merchants Picnic held on Elk Creek, following the Dedication Ceremonies.



Hugh "Bud" Kelleher
and Jack Walsh

Mr. Jack Walsh of Augusta has been appointed Augusta Airport Manager and the Joint Airport Board will take over the maintenance and operation.

(Continued from Page 4)

at it is that, although the weather briefer is prepared to service flights within a radius of 400 to 1,000 miles of his terminal, depending on the facilities available at his station, when you call or walk into the office the briefer must have **complete background information** on your flight before he can begin to give you a proper weather briefing.

This is only the opening statement in the answer to the question, "How to Get the Most From a Pilot Weather Briefing". A complete answer will include a discussion of several items that are considered to be the essential ingredients of any **complete** weather briefing. They are:

1. Background Information
2. Synoptic Weather Pattern
3. Current Weather
4. Forecast Weather

5. Hazardous Weather

6. Winds Aloft

7. Pilot Reports

The first item on the list has been discussed this month, and has been purposely arranged as the pilot and briefer must first understand the problem at hand before the other items can assume their logical role in the weather briefing. We hope to cover the other items in future issues of the Newsletter. For the time being, how about giving the briefer the complete background for your flight the next time you contact him? Remember— "What's the Weather for a trip to Billings?" does not furnish enough background for an adequate briefing.

After two years as Flight Services Quality Control Officer for Montana, a job created in part to provide

closer contact between pilots and Aviation Weather Service, it is my feeling that many of our operational problems would dissolve if weathermen and pilots could take the time to better understand their mutual problems. It is hoped that articles, similar to this one, will help improve aviation weather service in those phases where it is possible to do so and thereby contribute to aviation safety.

'TIS POSSIBLE: Ten years ago the moon was an inspiration to lovers and poets. Ten years from now it will be just another airport.

FOR SALE OR TRADE: Piper Tri-Pacer PA 22-160, 1958 model. Full panel. Narco super homer and low frequency. 900 hrs. TT 50 hours on major overhaul. New annual as of September. Very clean. Asking price \$6,000, or will trade for good Hereford cows, or what have you? Pete Bonhomme, Box 845, Livingston, Montana.

MEMBER

NATIONAL ASSOCIATION OF STATE AVIATION OFFICIALS

PURPOSE:—"To foster aviation as an industry, as a mode of transportation for persons and property and as an arm of the national defense; to join with the Federal Government and other groups in **research, development, and advancement of aviation**; to develop uniform aviation laws and regulations; and to otherwise encourage co-operation and mutual aid among the several states."



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